

## REPORT.

*Chesapeake and Ohio Canal Office, }  
Washington, January 31, 1831. }*

Archibald Lee, Esq.

Chairman, &c. &c.

Sir,—In reply to the letter addressed to them by the Chairman of the Committee on Internal Improvement of the House of Delegates of Maryland, requesting a detailed "report," as to the location, contracts, execution and expences incurred, as well as in prospective: the difficulties that intervene, whether legal, or natural, as well as any other matter that may be connected with the faithful and speedy completion of the works under their charge; together with the amount of tolls, if any, that have been received by the Chesapeake and Ohio canal company from the navigable portions of the canal, and from the works of the old Potomac company; and desiring to know whether any action of the legislature of Maryland may remove any difficulties of the character above stated, the president and directors of the Chesapeake and Ohio canal company most respectfully report:

That the location of the Chesapeake and Ohio canal, *con nomine*, was first made, pursuant to an order of the President of the United States, through the department of war, to the following engineers, Brigadier General S. Bernard, Capt. Wm. Tell Poussin, both of the United States army, and Wm. Howard, Esq. a civil engineer of Baltimore; who were, for that purpose, constituted, by this order, a board of internal improvement, and after a long continued examination, very expensive surveys, and laborious estimates, made their first report to the department of war on the 23d day of October, 1826. (See pages 82 and 83 of the accompanying pamphlet, entitled "Argument delivered at Annapolis by William Wirt, Esq.

This report was, by the president, transmitted to the House of Representatives on 7th December, 1826, and was followed by an application of thirty-two members of that house, on the 3d March, 1827, to the president, by letter,